

Fig. 77-8. Location of thrust washers 6132

2. Press out the outer bearing outer ring with drift 2490 and standard handle 1801, see Fig. 77-9.

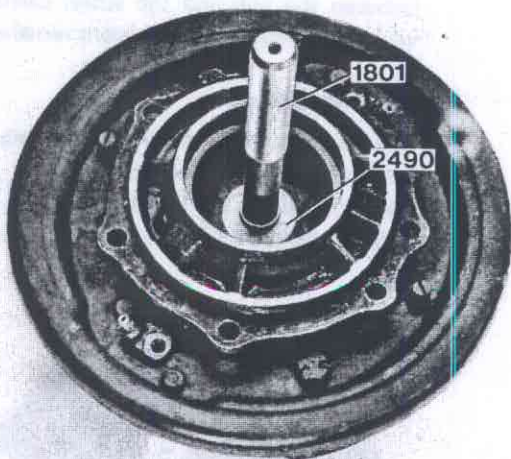


Fig. 77-9. Removing the outer bearing outer ring

3. Knock out the outer sealing ring with drift 2337, see Fig. 77-10.
4. Pull off the outer bearing inner ring with puller 6134, see Fig. 77-11.
IMPORTANT! Knock down the ring on the puller well.

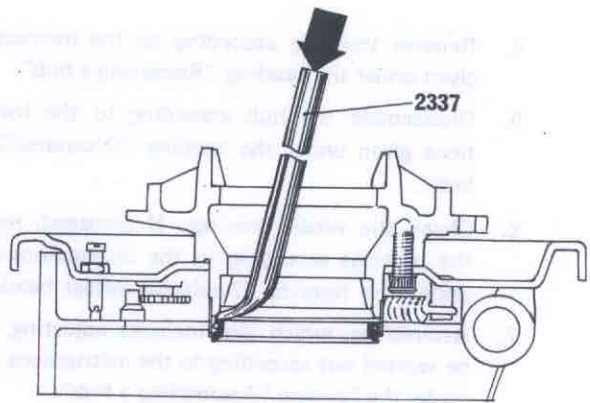


Fig. 77-10. Removing the outer sealing ring

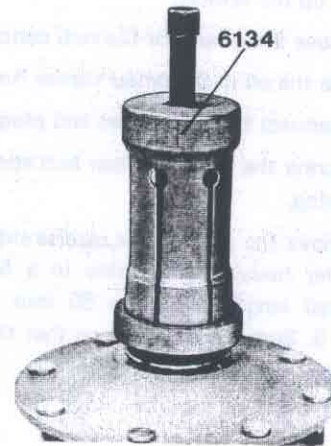


Fig. 77-11. Removing the outer bearing inner ring

5. Tap off the inner bearing inner ring with a 6 mm (1/4") drift, see Fig. 77-12.

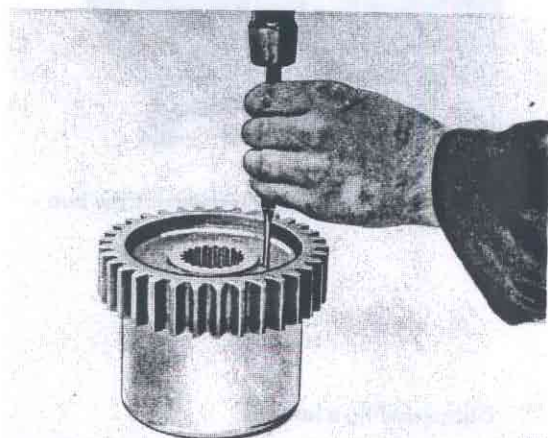


Fig. 77-12. Removing the inner bearing inner ring

6. Check the contact surfaces of the sealing rings according to the instructions given under the heading "Replacing sealing rings".
7. Press on the outer bearing inner ring with sleeve 6106, see Fig. 77-13.

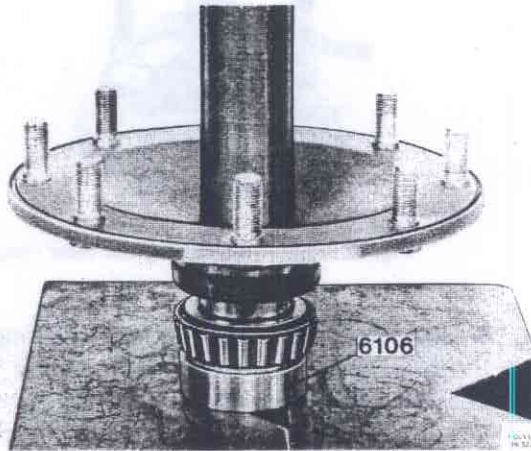


Fig. 77-13. Installing the outer bearing inner ring

8. Press on the inner bearing inner ring with sleeve 6106, drift 2490, and standard handle 1801, see Fig. 77-14.

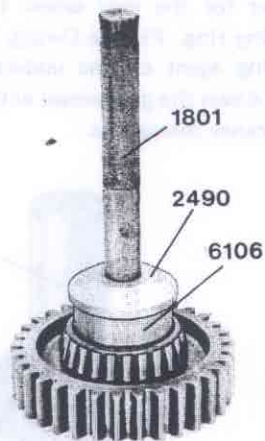


Fig. 77-14. Installing the inner bearing inner ring

9. Tap in the inner sealing ring with drift 6130, see Fig. 77-15. The sealing ring should be 2 mm (5/64") under the outer ring. Press in the inner bearing outer ring with drift 6107 and standard handle 1801, see Fig. 77-16.

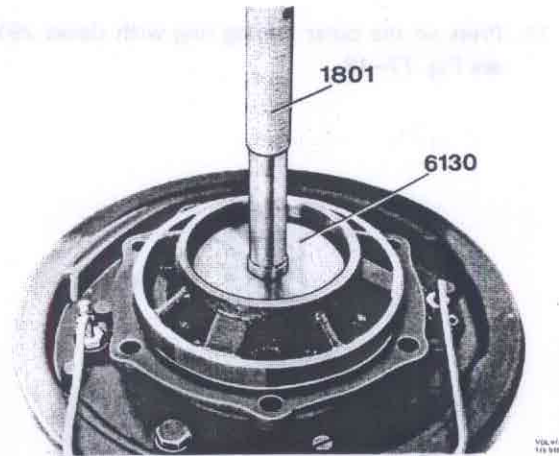


Fig. 77-15. Installing the inner sealing ring

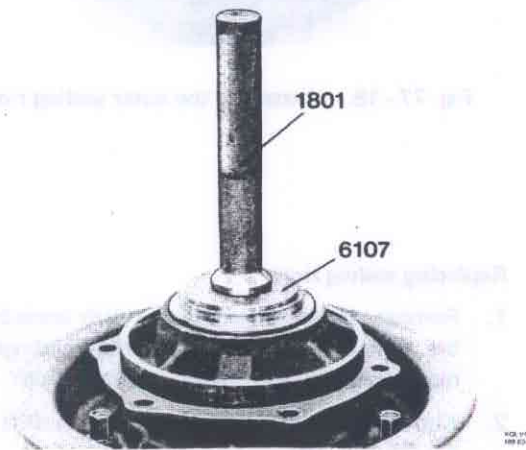


Fig. 77-16. Installing the inner bearing outer ring

10. Press on the outer bearing outer ring with drift 6107 and standrad handle 1801, see Fig. 77-17.

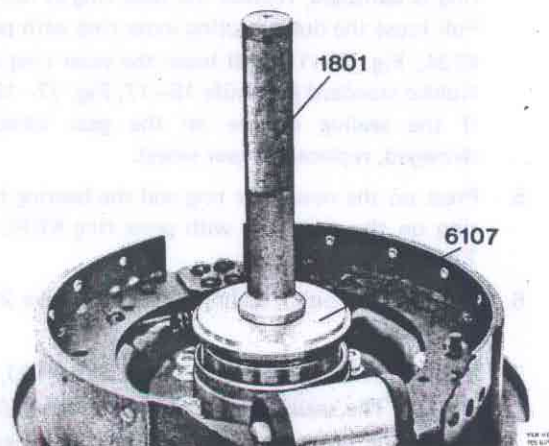


Fig. 77-17. Installing the outer bearing outer ring

- Press on the outer sealing ring with sleeve 2910, see Fig. 77-18.

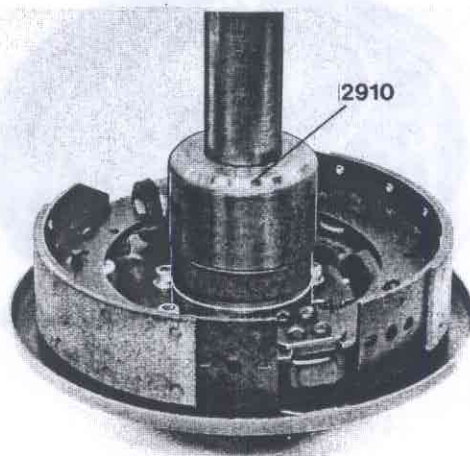


Fig. 77-18. Installing the outer sealing ring

Replacing sealing rings

- Remove and disassemble the hub according to the instructions given under the headings "Removing a hub" and "Disassembling a hub".
- Knock out the outer sealing ring with drift 2337, see Fig. 77-10.
- Press out the inner sealing ring and inner outer ring with two 6132, drift 2564 and standard handle 1801, see Fig. 77-7. Place 6132 as shown in Fig. 77-8.
- Check the sealing surfaces of the sealing rings. If the sealing surface on the stub axle is damaged, replace the stub axle. If the surface on the wear ring is damaged, replace the wear ring as follows: Pull loose the outer bearing inner ring with puller 6134, Fig. 77-11. Pull loose the wear ring with Kukko standard jackknife 15-17, Fig. 77-19. If the sealing surface on the gear wheel is damaged, replace the gear wheel.
- Press on the new wear ring and the bearing inner ring on the stub axle with press ring 6106, Fig. 77-13.
- Press on the outer sealing ring with sleeve 2910, Fig. 77-18.
- Tap in the inner sealing ring with drift 6130, Fig. 77-15. The sealing ring should lie 2 mm (5/64") below the outer ring. Press in the inner bearing outer ring with drift 6107 and standard handle 1801, Fig. 77-16.

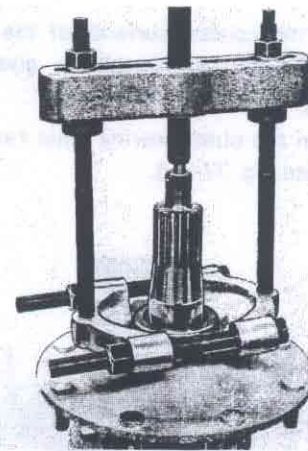


Fig. 77-19. Removing the wear ring

- Assemble and install the hub according to the instructions given under the headings "Assembling a hub" and "Installing a hub".

Assembling a hub

- Grease all bearings and sealing rings. Fill half the space in the hub with wheel bearing grease according to 13, Fig. 77-1. Grease the splines on the stub axle.
- Place the hub with brake backing plate on the stub axle.
- Press down the gear wheel with sleeve 2022 so far that the hub has a clearance of a small fraction of an inch, Fig. 77-20, while rotating the hub at the same time in order to make it easier for the gear wheel to fit into the inner sealing ring. Fit the O-ring, the washer with the sealing agent on the underside and a new nut. Pull down the gear wheel with the nut so that the clearance disappears.

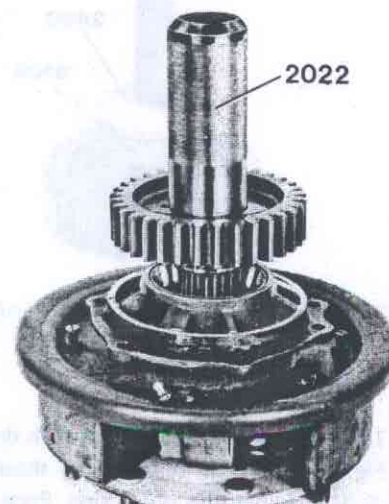


Fig. 77-20. Installing the gear wheel

4. Fit a spring balance like the one shown in Fig. 77-21. Note the reading on the balance. This shows the friction of the sealing rings.

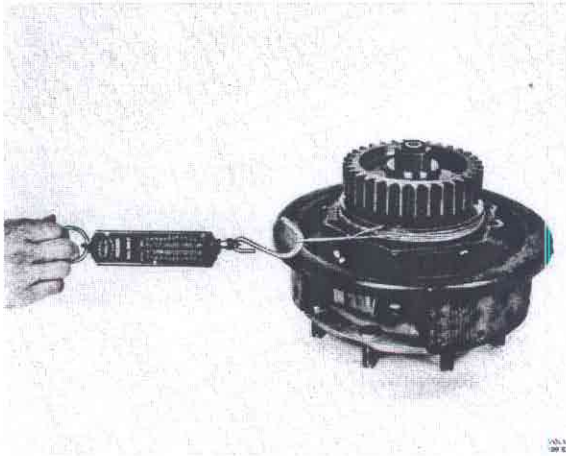


Fig. 77-21. Measuring the pre-load on hub

5. Tighten the nut so that the clearance disappears and changes to pre-loading. Check the pre-loading with the spring balance according to Fig. 77-21. Correct load on the spring balance should be the value obtained in point 4 plus 42-48 N (4.2-4.8 kp = 9.2-10.5 lbf) for new bearings. For run-in bearings, the load should be that obtained in point 4 plus 24-28 N (2.4-2.8 kp = 5.3-6.2 lbf).
6. When correct pre-load has been obtained, lock the nut by peening the edge in the shaft recess.

Installing a hub

1. Coat the sealing surfaces on the hub and wheel carrier housing with sealing agent.

2. Fit the hub and tighten up all retaining nuts.
3. Disconnect and plug the brake lines and bleed the wheel cylinders. Remove the contact for the pressure difference, see Fig. 77-22, during the bleeding. If a bleeder apparatus is used, the working pressure should be 0.2 MPa (2 kp/cm² = 28 lbf/in²). For more detailed instructions concerning bleeding, see Part 5.

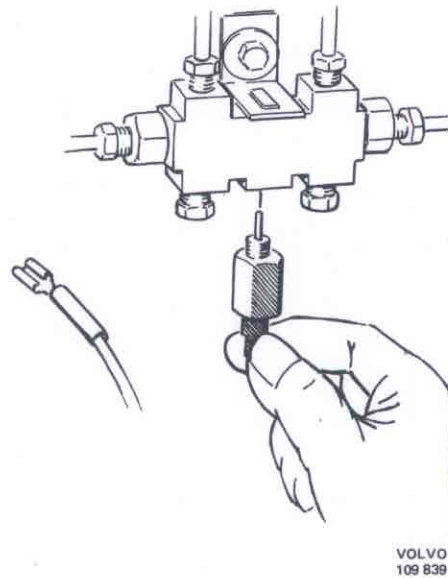


Fig. 77-22. Contact for pressure difference

4. Screw in the plug on the reverse side of the wheel carrier housing and fill with oil.
5. Mount the wheel, tighten up the nuts crosswise and lower the vehicle.